RICHMOND, VA., FRIDAY, JUNE 17, 1892.

FOR THE R. & D. RAILROAD COMPANY

Mesars, F. W. Huldekoper and Reuben Foster, of Baltimore, Put in Charge of the Road by Judge Bond.

ATLANTA, Ga., June 16,-(Special.)-Upon the petition of W. P. Clyde, J. C. Maben and W. H. Goadby filed yesterday in the Circuit Court of the United States for the Eastern District of Virginia, Judge Bond has appointed F. W. Huidekoper and Reuben Foster, of Baltimore, receivers of the Richmond and Danville Railroad Company and all its leased and operated lines of rail and steamboat. Mr. Huidekoper is now in Atlanta, and has received possession from President Oakman. Orders will be immediately issued appointing the same operating officers now in control. This movement has been taken in anticipation of possible adverse action of Judge Speer upon the Georgia Central petition now before him for the protection of the property in the interest of all security holders, HOW JUDGE SPEER WAS CHECKMATED.

Nothing so sensational in railroad litigation has ever occurred in the South as the appointment yesterday of F. W. Huidekoper and Reuben Foster receivers of the Richmond and Danville railroad by Judge Hugh L. Bond upon the application of Messrs, W. P. Clyde, J. C. Maber and W. H. Goadby. The proceed. ings on the matter were kept so secret that no one except Mr. W. E. Strong, of the bondholders' committee, knew anything about them until yesterday evening about 5 o'clock, when the order of Judge Bond was served on General Manager Green in Washington, D. C. This was after the Coast Line train had left and Messrs. Huidekoper and Green, accompanied by Mr. Henry Crawford, of Chicago, the counsel of the complainants, had to engage a special train at Quantico. At Richmond a special Danville train was waiting, but not until about 11 o'clock did it get away bearing these gentlemen and only one other. It finally reached Atlanta, whereupon Mr. Huidekoper delivered to President Oakman at the office of the Danville railroad the signed and sealed order of Judge Bond about 1 o'clock to-day and this gave him his first information of the receivership. APPOINTMENTS BY THE RECEIVER,

Mr. Oakman, who had been diligently preparing for the legal contest before Judge Speer at Macon to-morrow, saw that a stronger hand had taken hold of the fortunes of the Danville, and gracefully surrendered the property to Mr. Huidekoper, who at once issued an order appointing William H. Green general manager, Sol Hass traffic manager, John W. Hall treasurer and M. C. Figg auditor. The receiver and his counsel then proceeded before Judge Newman, district judge of the United States Court for the Northern District of Georgia, and laying before him the same, petition presented to Judge Bond obtained a similar order covering such of the road as lies in Georgia. The same proceedings will be adopted in the States of Alabama and Mississippi so as to cover the leased lines of the road and the Georgia Pacifi CHIECT OF THE PROCEEDINGS

The complainants in this bill, Messrs. W. P. Clyde, J. C. Maben and W. H. Goadby, have been long and well-known as directors or as large security holders in the Danville and Terminal properties and it is thoroughly understood that their proceedings are taken in the interest of the security holders and for the purpose of preventing such assaults as are now being made in the form of judicial procedure in the State of Georgia upon the property of the Danville and Terminal companies. The time of hearing this application has been fixed by Judge Bond for August 16th, thereby giving two months for such negotiations as may be necessary for a reorganization of the property, perhaps by Messrs, Drexel, Morgan & Co. So for as is known here, neither member of the firm of Drexel, Morgan & Co. had, any knowledge of

these proceedings. TERMS OF THE ORDER OF COURT,

The order of the court makes ample provision for the payment of all operating expenses of the road, claims for loss, damage, labor and supplies accruing within six months before receivership, and so all these creditors of the Danville road are placed in a most favorable position, while all supplies hereafter will be, of course, absolutely sure through the action of the court. Mr. Huidekoper has freely said that the whole purpose is to protect and advance the credit of the company and to preserve the integrity of the system by making such payments of interest and rental as will prevent any default, and thereby occasion re-entry under the terms of the basis or mortgages.

Mr. Oakman during the time that he has been South has been most efficient in turning the tide of popular opinion in favor of the Danville road so far that both the Atlanta Journal and the Atlanta Constitution have been outspoken in depreciating movements against railroads calculated to impair the nonfidence of the capitalists in investment in

OFFICES TO BE REMOVED.

No doubt the appointment of Messrs, F. W. Huidekoper and Reuben Foster as receivers of the Danville road will give a tentporary shock to the holders of securities in the Danville system, and, indeed, throughout the South. There can be little doubt, however, that the ultimate result will be very beneficial to them. Mr. Oakman returns to New York to-night, accompanied by Mr. Huidekoper. He says that the general offices of the Danville railroad will be removed to Washington as rapidly as possible, and the accounting department will be moved probably next Monday. This will be good news to many of the officers and clerks. The trip made by Mesars. Crawford and Huidekoper with General Manager Green from Richmond to Atlanta was the quickest on record between those points, the 550 miles being made in little over twelve hours.

THE BILL.

It Was Filed in the United States Circuit Court Wednesday.

The bill in equity asking for the appointment of the receivers above mentioned war filed in the United States Circuit Court in this city Wednesday the 17th by Major Frank this city Wednesday the 17th by Major Frank
P. Clark and Henry Crawford, solicitors for
William P. Clyde, John C. Maben, and William H. Goadby, for themselves and other
creditors and stockholders of the Richmond
and Danville Railroad Company and the
West Point Terminal Railway and Warehouse
Company who choose to become parties to
the suit and contribute to the expense thereof.

The bill sets forth that the present au-

RECEIVERS APPOINTED therized and outstanding capital stock is five million dollars, of which twenty-three thousand eight hundred dollars is owned by private individuals, and four million, nine hundred and seventy-six thousand one hundred dollars is owned by its co-defendant company, and is piedged to secure the debts hereinafter set forth.

TWENTY-SIX OTHER LINES.

That besides its own line it has gained pos session and control of twenty-six other rail-roads built under separate charters of and roads built under separate charters of and owned by the following respective corporations: Piedmont, Milton and Sutherlin, State University, Richmond, York River and Chesapeake, North Carolina, Atlanta and Charlotte Air Line, Washington, Ohio and Western, Northwestern North Carolina, Clarksville and North Carolina, Oxford and Clarksville, virginia Middand, Western North Carolina, Clarksvilla, Collandia, Oxford and Augusta, and leased Charlotte, Columbia and Augusta, and leased lines, Georgia Pacific, Statesville and Western, Oxford and Henderson, Richmond and Mecklenburg, Northwestern of Georgia, High Point, Asheville and Spartanburg, Elberton Air Line, Lawrenceville, Roswell, Hartwell and the Yadkin railroad companies, and also owned the entire capital stock of the Chesapeake and Richmond Steamboat Company.

AS ONE STRUCK.

That for over five years it has controlled and operated these lines as a single system with one set of books and officers, and over a large part of their indeage the rolling stock is used indiscriminately without any fixed apportionment or separation of the earnings, except by entries in the books of account purporting to apportion the gross income and expenses by some approximate but arbitrary

basis of divisions as between the different lines."

The total mileage of the auxiliary portion of said Danville system, added to its own mile-age of 152 miles, makes a total length of 3,320 miles of railroad, exclusive of its steamer ser-

vice. Its capitalizations are as follows:
The aggregate outstanding capital stock of
these twenty-seven corporations is placed at
\$43,482,950, of which \$10,707,354 is neither
owned nor controlled by either of the defend-

That some of said roads are operated by That some of said roads are operated by the Richmond and Danville Company as proprietary lines and others upon the basis of fixed rental or payment of net earnings.

That the bonded debts of such and the rental obligations amount to \$71,128,126. Its own direct bonded debt is \$16,136,000, making a total of \$87,314,126.

That the bondeddebt resting on its own road is in five separate issues of securities.

road is in five separate issues of securities. That the bonded debt resting on its auxiliary and operated lines is embraced in fifty-nine different classes of securities issued by the company secured by separate mortgages coving different sections of roads and their equipment in various ways.

A PLOATING DEBT.

That the Danville Company has also outstanding car trust obligations amounting to one million five hundred and forty-two thouand eight hundred and twenty-four dollars, and a floating debt of five million dollars, a considerable part of which was accommodation paper given at request of said Terminal Company to enable it to realize funds to pay its debt created by the purchase of non-re-munerative properties, and also an emergency loan of six hundred thousand dollars to pre-

went default on April, 1, 1892.

That its board has pledged its credit and subjected it to other heavy liabilities to enable the Terminal Company to acquire the stock and control of other companies in which

stock and control of other companies in which it has no interest whatever. That by reason of the stock contract of the Terminal over the Danville Company it com-pelled the latter, about June 1, 1891, to be-come assignee and guaranter of leases exe-cuted by the Central Railroad and Banking Company of Georgia, of all its system of roads and steamship lines for a long term of years and obligated the Danville to operate the Central system and associal interest and rental obligations and also an annual dividend

f seven per cent. That the operation of Central Georgia system has been a constant and heavy loss.

That the Terminal Company has uniformly conducted its affairs as a mere security com-pany, acquiring stock and bonds of different railway companies and borrowing money upon its bonds secured by the pledge of such shares and securities. That the outstanding capital stock stock of said Terminal Company is \$75,000,000, and its own distinct bonded debt \$21,235,000.

THE TENNESSEE SYSTEM. That it owns a minority interest of \$21,199 .-200 in the Tennessee system and also \$12,000,000, being the whole capital stock of

the Georgia Company.
That about June 1, 1891, the leased lines of the Georgia system were leased to the Georgia Pacific Company, and the Danville Company by assignment of the latter ope rated the Central system at a heavy loss until April 1, 1892, when it was decided that inth April , 1832, when it was decided that its possession was unlawful and that the \$4,331,600 of stock in the general company was disqualified from voting for directors of that company, and possession of the whole system was taken out of the hands of the Danville Company by the appointment of receivers, and an injunction granted enjoining voting on any of such majority stock, and since such decree the Danville Company has not had any possession or control over

THREE SYSTEMS. That the Terminal Company nominally owns bonds and stock in three different sysems amounting in the aggregate as follows Stocks, \$83,746,245; bonds, \$12,388,000. when the Danville Company in March. was in such extreme financial difficulty its friends were compelled to furnish an emer-gency advance of \$600,000. It pledged the income of its entire system to repay the same June 1st and has failed to do so.

Some of the complainants also contributed to the emergency loan of March, 1892, and are creditors of the Danville Company on that account and entitled to the security of the aforesaid piedge of income.

The aggregate amount at par of the stock-holding integrate of complainants are respectively.

holding interests of complainants exceeds one million dollars and the said bonds and debts will exceed one-balf million dollars, and the complainants are, in addition, representatives of other interests amounting to two million

While nominally distinct corporations the actual transactions between the Terminal Company, conducting no active business as a security company, with no assests except stocks and bonds, and the Dauville Company, as a corporation operating a large system of railways separately organized and mortgaged. have resulted in serious complications, and the said corporations have for several years had a common president and substantially the

The Darville Company owns and represents the tangible property—the roads themselves—while the Terminal Company represents only the underlying equity subject to debts.

The Terminal is the owner of and votes upon nearly the entire capital stock of the

Danville Company.

A majority of such stock, however, has A majority of such stock, however, has been pledged as security for dividends on preferred stock of the Terminal Company, and some of the Danville stock is in the actual possession of the Terminal Company, but is pledged to secure the bonds of the latter company, and is therefore subject to be sold at forced sale if it should default in the payment of interest on its obligations.

The Danville Company does not own or operate the East Tennessee system, but it has expected a partnership interest bearing obligations.

executed a partnership interest bearing obligation of \$6,000,000, which the Ferminal Company has guaranteed. At the bidding of the Terminal Company, the Danville Company as-Terminal Company, the Danville Company assumed to operate the Central of Georgia system and pay seven per cent. dividends on its capital stock, of which the Terminal held a majority, and executed a million dollar bond to perform its obligations. The Terminal Company is the indorser upon several millions of dollars of the negotiable paper of the Danville Company, which

tiable paper of the Danville Company, which is subject to demand of payment at any time, and as collateral security for such loans a large amount of the bonds and stocks separately owned by the Terminal Company and a large amount separately owned by the Danville Company are indiscriminately pledged to the aggregate of over ten millions of dollars at par value. The Terminal Company has also guaranteed the emergency loan of \$100,000 made by the Danville Company.

The present earnings and financial necessi-

ties of the properties (the Terminal and East Tennessee, Virginia and Georgia) are such as to demonstrate that there is no likelihood whatever that either of them can or will de-clare or pay any dividend on the stock held by the Terminal Company.

THE MAIN LINE. The main line of the Danville Company is operated with great profit, but several of its operated roads are a drain upon and wholly exhaust the surplus received from the bette

portion of the system.

The total deficit of the Georgia Pacific on the total deficit of the Just official reall accounts amounted, by the last official re-

port, to \$1,509,531.18.

Its official reports and exhibits show that the bonded and floating debt of the Danville Company has been constantly and heavily increased in the last four years. In 1887 the bonded debt was \$10,199,300; in 1800, \$13,461. bonded debt was \$10.199,300; in 1890, \$13.44.
160; in 1891, \$16.185,000. Its bills payable were: In 1899, \$200,000: 1890, \$1,220,985; 1830, \$3,364,781. And according to a statement the company dated March 25, 1892, there exceeded \$51,223,928, exclusive of the emergency loan of \$600,000.

In the latter part of 1891 the large and increasing floating debts of the several properties, in which the Terminal Company is interested, and the heavy losses incurred in the

ested, and the heavy losses incurred in the operation of some of the operated roads, cre-ated much alarm among the stockholders and

creditors.

In its report of November 30, 1891, while it was stated that the Terminal Company owes no floating debt whatever and has a cash balance in bank of \$218,634,09 it was also declared that it was impossible to sell their treasury securities at satisfactory prices and "the result is that a large floating indebtedness exists on each of your unportant systems."

The enormous floating debt of the Danville Company is wholly beyond its financial ability to carry out of its ordinary revenues. Over \$4,500,000 of such debt stands in demand loans subject to summary enforcement.

Complainants aver that the unity of the property as now held and operated as an important trunk line, constitutes one of the most important ingredients of its value, and that is permit its severance will result in a ruinou sacrifice to every interest in the property.

The owned and operated lines of the road lie in six States, and are subject to the jurisdiction of the courts in each of the many counties in which the property is situated. Complainants verily believe that unless the court in view of the impending and inevitable defaults as aforesaid will deal with the property as a single trust fund and take it into judicial custody for the protection of every interest therein that immediately upon default individual creditors will assert their remedies in different

courts in the several States.

A race of diligence will result, judgments and priorities will be attempted, levies and attachments will be laid upon the engines and cars of the company and the fuel, material and supplies which are indispensible to the operations of the road, which will greatly interiere and eventually prevent the company from the proper discharge of its duties.

THE PRAYES.

The prayer of the complainants is a lengthy one, and asks, among other things, that the court decree that the complainants, as holders of aliquot portion of the emergency loan, have a fixed and specific lien upon all the income of the Danville Company.

The court will establish what persons and corporations are the holders and owners of said emergency loan and adjudge and decree the respective amounts due to the plainants of such account, as well as all other like holders of such indebtedness. That the court will also administer the trust

That for the purpose of enforcing the lien and equity upon the income on the rail-road system to which the holders of emergency loan are entitled as well to to preserve the unity of said system and preventing the disruption thereof by separate executions and defaults in interest payments, complainants pray that the court will appoint one or more receivers of the entire system with authority to manage and operat the same under the direction of the and that all the officers of the said Danville Company be requested to deliver up the pos-session of all property over when the receivers are thus appointed.

New York, June 16.—Richmond Terminal declined on the revival of reports of assessments on the stock. Samuel Spencer, who has just returned from an examination of the

Terminal Stock Declines,

property, declined to make any statement in regard to the result of his trip. It is stated by Georgia Central people that Receiver Comer can obtain a loan with which to pay the interest on July 1st, but he is trying to arrange for the Speyer loan at the same time.

TWENTY-FIVE LIVES LOST.

Awful Result of the Bridge Accident\_Rescuing the Victims.

CINCINNATI, June 16 .- With the approach of daylight people had begun to gather on the banks of the Licking river, where the illfated bridge went down with its scores of human lives Wednesday, and in a few hours thousands of men, women and children were watching the work of rescuing the bodies yet in the wreck. A half hundred brave men had yolunteered their services, and under the direction of the bridge company commenced an earnest search for the dead. Owing to the vast amount of iron in the structure when it fell, the work was difficult and necessarily slow. An hour after it was begun two bodies were found pinned down by heavy timbers They were taken out, but could not at the About 9 o'clock, while the work was being

prosecuted, a terrible crash was heard. Another section of the bridge, loosened and totering on the Newport side, fell, carrying with it 2,000 pounds of ropes and pulleys. Five men were at work just under it at the time it gave way, but a warning cry saved their lives. Fred Pierce, the son of Jack Pierce, the newspaper man, who was reported yesterday as one of the killed, returned to his home last

At the St. Elizabeth Hospital the injured are doing well with the exception of W. E. Wilson, whose chances for recovery are hope-

Up to noon four more bodies have been found, but they are still in the wreckage, pinned down by heavy timbers and iron.

Revised lists of the killed and injured are being made up on both sides of the Licking river. Until they are completed it will be impossible to give a fair estimate of the number of lives lost by the disaster-

There were exactly forty men on the structure when it collapsed. The death-roll has reached twenty-one with four still in the wreck, but located, making a total of twenty-

five deaths and fourteen injured.

Mrs. Mary Sponsor, mother of the tw Sponsor boys who were killed at the wreck, plunged into the river and tried to drown herself at the scene of the accident. A dozen men went to her rescue and succeeded in preventing her from carrying out her purpose

A Cock and Bull Story.

Lyncheurs, Va., June 16.—[Special.]—This morning while Mr. John P. Mason, of Darlington, was driving along the Lexington roadjust back of Ford's farm (formerly Halsey's place), he heard a piercing cry of distress. On looking across the field he observed about a hundred and fifty yards from him a big orindled bull, which had a colored woman down and was goring her apparently to death.

Mr. Mason at once rushed to her rescue. He seized the thoroughly enraged bull by the

He seized the thoroughly enraged bull by the horns, and by a powerful effort tripped the animal and turned his feet in the air. Coming animal and turned his feet in the air. Coming down the bull fell upon his neck and was instantly killed by the shock. The woman, who was named Susan Hawkins, was prostrated, but beyond the damage to her clothes, which had been literally torn off her, she was uninjured. Mr. Mason is a powerfully built man, who weighs about 230 about 230.

about 236.

Dr. C. A. Cohn, of New York, brother of Mr. Joseph Cohn, one of Lynchburg's most prominent merchants, died suddenly here this afternoon. He had been in the city several days in comparatively good health. He ate a very hearty dinner to-day and shortly afterwards complained of being sick and in a few minutes died.

## FREE COINAGE AGAIN.

MORRILL ADDRESSES THE SENATE

On the Stewart Bill-The Anti-Option Bill. The Tip-Plate Bill Discussed in the House-Washington News.

WASHINGTON, D. C., June 16 .- A resolution was passed providing that when the Senate adjourn to-day it should not meet again until next Monday.

Mr. Morrill (Rep. Vt.), the venerable chairman of the Finance Committee, after obtaining indefinite leave of absence from Tuesday next, called up the Free Coinage bill and addressed the Senate on it.

Mr. Morrill said the free coinage resolution, which opened the debate, was evidently pushed by the distinguished Senator from Alabama (Mr. Morgan) with some comic hopefulness that the senatorial Democratic candidates for the presidency would remain in the Senate to have their votes counted and not seek, by flight outside into the bomb-proof smoking-room, to escape from all harm. But the skilled marksman from Alabama, said Mr. Morrill, must have been sadly disappointed as I was, that he did not wing a single presi dential bird, and he was apparently not un-willing that the brave Senator from Nevada should jump on board of the rudderless free coinage craft as the pilot to steer it on its perilous voyage.

Mr. Morrill scored the silver advocates

not wanting a monetary conference after they had seemingly desired it. He contended that there never was a time more auspicious for the solution of the silver problem than the present. "When the partisans of free coinage of silver talk about bimetallism," said Mr. Morrill, "they mean good-bye to all but silver talk about one of the way. No ver. All else must get out of the way. No provision is ever suggested in behalf of an increase or retention of gold; but we are asked to believe that when the Government purchases silver at the coining price the owners ask for it, and declare that the public shall take it at that price, that then its value will miraculously mount up to a parity with gold. Mr. President, that declaration would not go unchallenged by the freshman class of a wochallenged by the freshman class of a wo-man's villege school in Wayback. The con-tention that we can add 50 per cent, to the value of silver throughout the world by the free coinage of silver dollars containing 371½ grains of pure silver, to the full, extent of whatever silver bullion may be attracted to the United States mints or be presented from all quarters of the world, to be coined and held forever imprisoned in the tombs of the United States Treasury, and there to sustain a legal tender Treasury, and there to sustain a legal tender paper circulation with the full value of any other dollar, is a feat of hardly less extravagance than would be a patent project to warm the moon by setting fire to a wood-pile on

ike's Peak."
Mr. Morrill contended that the silver law of 1890 was constantly increasing our paper cur-rency at the rate of \$75,000,000 yearly. With more money in circulation than ever before, that silver orators stretched their consciences persuading themselves that there was an

After reference to Senator Peffer's idea that congress could coin money out of anything that Congress regulates the value, and the comment on it that "we might as well go ages backward and pin our faith to witchcraft, or to the touch of the king for the disease, as to rely on such examples to show that any nodern enlightened nation can wisely and safely coin money out of snything though destitute of all intrinsic value," Mr. Morrill said: "Some silver partisans insist that the free coinage of silver, when made a egal tender by the flat of the Government. ald bring it to a parity with gold on the old ratio and declare there is no proof to They well know that not contrary. twenty years, not since the sudden and growing depreciation of silver, has any nation, enlightened or unenlightened, been so foolhardy as to attempt the rash experiment, and yet they appear to insist that the United States shall

alone accept it without trial, take the leap in the dark and cut off all chance of retreat. If, however, the fiat of the Government should exhibit magical power to give a sixtyseven-cent silver dollar by coining it and making it a legal tender as much currency value year after year as a hundred-cent dollar, how long would it be before some greenback party, or before the honorable senator from Kansas (Mr. Peffer) in behalf senator from Kansas (Mr. Peffer) in behalf of the Farmer's Aliance, would be pushing some measure to drive all silver out of the field by declaring with irresistible logic that if the flat of the Government saves one-third of the cost of money by the use of silver, why not save it all by the use of paper? The silver men will find in the belly of their argument a half-grown, lusty greenback party that it will not be possible to underbid The attempt made here," said Mr. Morrill, "to lift and build up the values of silver by free coinage, and that by the United States alone, excited the amazement if not the derision of all Europe. It was claimed that no silver all Europe, it was claimed that no silver from abroad could be or would be brought here. What could hinder the hundreds of millions of stale silver no longer in actual circulation from coming here? Obviously by no possibility would any gain accrue from a silver standard to the price of cotton, whether sold for gold or silver, and it might involve a serious loss. Cotton was now paid for on a gold standard, and a change to greatly depreciate sulver could hardly fail to give some substantial advantages to buyers of cotton in the American market. It would have to compete with the cotton of India. Egypt and other countries. The very excess of American productive to the countries of the countries of the countries of the countries of the countries. uet must make it an uncrowned king in Gropean markets."

Mr. Stewart (Rep., Nev.) argued against the contentions of the Senator from Vermont. He pointed out that free coinage had built up Why should it not benefit the United States? There was less progress, less pros-perity with a single gold standard because there was not enough gold to go around. Mr. Frye (Rep., Me.), chairman of the con-

Mr. Frye (Rep., Me.), chairman of the conference committee on the River and Harbor bill, reported to the Senate the failure of the conference on the bill to reach an agreement. He explained that the committee of conference had been exceedingly diligent during the last four or five days and had practically agreed on all but two projects. These were the Dalles Boat Railway project and the Washington canal to connect Lake Washington with Puget sound. In his judgment as a member of the conference committee, the House conferrees wouldinever agree to sanction the two items referred to.

Mr. Frye gave way temporarily to Mr. Washburn (Rep., Minn.), who made reference to the fact that the Anti-Option bill (passed by the House) was on the table. He had first

the House) was on the table. He had first believed that the bill should go to the Agricultural Committee, but he now believed it should go to the Committee on the Judiciary, which had taken a large amount of tes-timony concerning its provisions. He therewhich had taken a large amount of tes-timony concerning its provisions. He there-fere moved that the bill be taken from the table and referred to the Committee on the Judiciary. He had assurances that the bill would be reported promptly from this committee and the Senate given a chance to vote on it this session. It was a bill in which all the country was interested in passing, with the exception of a few gambling institu-tions in Cheagon and New York. It was so tions in Chicago and New York. It was so

Mr. Dolph (Rep., Ore.) moved that the Senate insist on its amendments to the bill and ask a further conference of the House. He said that in this session a persistence had been made to kill the projects disagreed to. Certain people were laboring in opposition to the opening of the Columbia river. Only this morning a document had been distributed about the Secate in opposition to the opening of the Columbia river. Although the anthor was too cowardly to attach his name to it, he (Mr. Dolnh) had ascertained who was the author. too cowardly to attach his name to it. he (Mr. Dolph) had ascertained who was the author. He had ascertained that Paul Mohr. a citizen of Washington State, was the writer of it. He mentioned this because he proposed to discuss Mr. Mohr before he got through. He wished to state that this document was full of falsehood and misrepresentations.

After a long explanation of the necessity for the Dalles project, Mr. Dolph said there had been discriminations by the House conferrees against the State of Oregon. The Senate of the United States had as much right to say what appropriations should be made for any work as the House of Representatives had. If this were not so, then the Senate was a useless body.

Recurring to Paul Mohr. Mr. Dolph said.

If this were not so, then the Senate was a useless body.

Recurring to Paul Mohr, Mr. Dolph said Mohr had been informed by some one that he (Dolph) was about to denounce him in the Senate. Mohr had written him a letter. He did not quite understand it. He was not sure it meant coffee and pistols for two and he would let the Senate judge, by having the letter read. In the letter (which was read) Mohr says: "I understand that you have threatened to denounce me and the company I represent first upon the ground of attempting to blackmail the United States Government: second, upon the ground that I am working for the Union Pacific Railrosd Company to keep out competition, and third, that neither I nor my company are in good faith in the matter of the construction of our railroad. I do not deem it necessary at this juncture to advance proofs of all these statements, nor to demonstrate the actual relation of all the factors of this equation, which of course includes your true relation to all parties concerned and

lation of all the factors of this equation, which of course includes your true relation to all parties concerned and the true motives that underlie this whole proposition. I should be at a disadvantage were you to carry out your threats, for the reason that you would be so doing within a species of star chamber, where I would have no opportunity to defend myself, and where the stamp of your senatorial word would give currency to your statements. I am essentially a man of peace and desire no quarrels. Your treatment of me thus far has been calculated to excite my greatest indignation towards you. I have, however, concluded to swallow my resentment upon one condition only, and that is that you treat me fairly and honorably. I am prepared to prove to you conclusively. am prepared to prove to you conclusively, clearly and concisely that all of your statements regarding my motives or the motives of the Columbia Railway and Navigation of the Columbia Railway and Navigation Company are utterly false and without any foundation whatever. I shall expect you to satisfy yourself of all of the proofs of the above, which are at your command for the asking. My address is 2024 G street, northwest, and I will place myself at your disposal

at any time or place."

Mr. Ransom (Denn., N. C.) took exception
for the seeming criticism of the House conferrees and defended each in turn, and Mr.
Dolph stated that he meant to cast no reflec-

Mr. Squire (Rep., Wash.) made explanation of the Lake Washington project and contended that it afforded a grand opportunity for the Government to improve the commerce of

the country.

Mr. Berry (Dem., Ark.) spoke against the Dalles project, contending that it was merely an experiment, while Mr. Allen (Rep., Wash.) spoke in its favor.

Mr. Dolph's motion that the Senate insist on its amendments and ask for a further conference, was agreed to. and Messrs. Frye, Dolph and Ransom were reappointed conferrees on the part of the Senate.

The Senate then, at 5:10 P. M., adjourned until Monday next.

House of Representatives.

A bill was passed granting the right of way to the Dennison and Northern railroad through Indian Territory.

The House went into Committee of the Whole, Mr. Blount (Ga.) in the chair, on the Tin-Plate bill, Mr. E. B. Taylor (Rep., O.) being the first speaker against the measure. He believed it best that we should produce in this country what we needed. Importation from foreign markets was hurtful to Ameri-can industries. He favored protection to the American laborer. Tin plate could be made in this country most successfully. One of the largest tin plate manufactories was in Cleve-land, O. This was due to the tariff law of

Mr. Atkinson (Rep., Pa.) opposed the measure and said that under free trade the country was nearly bankrupted. The Demo-

crats had always been deceptive and they were still continuing that policy.

Mr. Bunting (Dem., N. Y.) spoke in favor of the bill and referred to the canning industry as one of immense proportions which could be fostered by reducing the duty on tin plate. There was no interest manifested in the debate and the proceedings were entirely listless, not over fifty members being

present.
Mr. Dalzell (Rep., Pa.), who submitted the minority report, was the next speaker in op-position to the bill. He said that prior to the passage of the tariff law of 1890 there was no tin plate industry in the United States, although we are the largest consumers in the world of tin plate. Under the McKinley law, at least three millions of dollars have already found investment in this industry, and it was not in the power of the Democratic party to

strike down our great American industries.

Mr. Hemphill (Dem., S. C.) interjected a financial speech in the debate to about twenty-five members, the rest of the House having eft for Chicago or been driven homeward by

the intense heat. Mr. Huff (Rep., Pa.) read several letters received from various tin-plate manufacturers

n Pennsylvania showing the flourishing con-At 5:35 the House adjourned until to-mor-

THE BOOMERS BOOMING.

Boles and Gorman Supporters Already or the Field-Cleveland Men Smile.

CHICAGO, June 16 .- A tour of the hotels today showed that the booms, incipient and full blown, were doing as well as could be expected. The Gorman boom came into town last night concealed in a large, old-fashioned carpet sack carried by Eugene Higgins, of Mary-land. Mr. Higgins was the famous appoint-ment clerk of the Treasury under Secretary Manning, who gave the civil-service reform-ers so much trouble, Henry C. Shaver, of Des Moines, sat in the Boies headquarters at Palmer House this morning talking for his candidate.

ALL THIS CLAIMED FOR BOIES.

"Governor Boies," said he, "is the strong-est candidate that can be nominated by the National Convention. He is opposed by no faction in any other State; he can carry faction in any other State; he can carry Iowa again this year as he has carried it three years in succession; he can do the best in all the surrounding Northwestern States and can probably carry several of them; he is stronger in the pivotal States than any candidate opposed by any faction. He will keep the Aliance States in the South in line for the presidential ticket; his public and private life needs no apology or defense; he has the prestige of unbroken victory behind him; he is a statesmen in the broadest sense—in short, he is the ideal candidate, the one man whose availability towers above all other aspirants for the nomination."

In the Cleveland headquarters there was visible nothing but a large, serene, confident smile, four young women pounding at type-writers and a box of campaign cigars on the

CLEVELAND ON THE PIRST BALLOT. When General Tracy was seen he stated when General Tracy was seen he stated that there was nothing new. "It's all over but the shouting, my son," he declared. "We're doing a little work just to put in the time, but there's no necessity for it—not the least necessity. Mr. Cleveland will be nominated on the first ballot,"

It is said that there will be trouble at the

conference to morrow afternoon over the question of admission to the Wigwam. The question of admission to the Wigwam. The charge was made last night at the head-quarters of the Cleveland men in the Grand Pacific that 75 per cent. of the tickets had already been gobbled up by the friends of Mr. Gorman, and that to Colonel Michael Cassius McDonald would be delegated the duty of seeing that each one of these tickets would be used to admit a man to the Wigwam equipped with a calliope voice and leather langs to be used in sounding the praises of Senator Gorman whenever the slightest opportunity presented itself.

slightest opportunity presented itself.

The following county officials visited the Capitol yesterday: Judge B. A. Hancock, of Chesterfield county: R. C. Payne, administrator of the treasurer of Henry county: Géorge P. Haw, Commonwealth's attornay of Hancyer county: G. W. Lane, ex-treasurer of James City county and Williamsburg.

GIANTS BEAT BROOKLYN

THE BIRDIES DEFEATED TWICE

By the Senators Cleveland Takes Two Ga From the Colonels-Chlengo Ben Results of the Races.

> WASBINGTON, D. C., June 16, 1892. ASHINGTONS and



Baltimores played two games here today, the former winning both by su perior playing. In the first game Terry while effective, was also wild, and his support was wretch ed. The only re-

deeming feature of baitimores' work was a great one-hand running catch by Welch, which robbed Milligan of a three-base hit. In the early part of the game Shoch received a very painful blow in the eve by a swiftly thrown ball, which took an awkward bound, and he was compelled to leave the game.

awkward bound, and he was compelled to leave the game.

In the second game the visitors were cutclassed and were at no time in the contest.

Knell pitched a steady and effective game, and kept the few hits scattered. McMahon, on the other hand, was hit just at the proper time. The errors made by the home team did not figure in the result, while those of the visitors were damaging. Scores:

(First vame.) (First game.) Washingtons ..... 0 2 4 0 1 0 0 0 0-

Baltimores......0 0 0 2 0 0 0 0 0 - 2 6 9
Batteries: Gastright and Milligan; Terry
and Gumsen. Umpire, Sheridan

New Yorks.....0 0 0 0 2 1 1 1 0 0 -5 8 3 Brooklyns..... 2 0 0 0 0 0 0 2 0 -4 9 4 Batteries: Crane and Boyle; Haddock and

Batteries: Crane and Boyle; Haddock and Dailey, Umpire, Lynch.

PITTSBURG, PA., June 16,—Will Gumbert, a brother of Ad Gumbert, of the Chicagos, pitched for the home team to-day on trial and did well, and will likely be signed by the club. Pittsburg won the game in the second inning by opportune batting. Score:

B. B. H. E.

Pittsburgs.......0 4 0 0 0 0 0 0 x— 4 7 2
Chicagos......0 0 0 1 0 0 0 1 1— 3 9 2
Batteries: Gumbert and Mack: Hutchinson and Schriver. Umpire, Macullar.
St. Louis, June 16.—The Cincinnati-St.
Louis game scheduled for to-day was played
early in the season on Sunday. HOW THE CLUBS STAND.

GAMES SCHEDULED FOR TO-DAY.

Brooklyn at New York. Philadelphia at Roston (two games). Baltimore at Washington.

Results of the Ruces.

GLOUCESTER, N. J., June 16.—To-day's races resulted as follows: resulted as follows:
First race, five furlongs—Exotic first, Flagrant second, Botheration third, Time, 1:08.
Second race, six and a quarter furlongs—Contest first, Balbriggan second, Arthur Davis third. Time, 1:21%.
Third race, one mile and an eighth—Samaritan first, Juggler second, Elyton third. Time,

Fourth race, five furlongs-Maid of Blarney, rst. Blackburn second, Delusion third Time, 1:02%.

Fifth race, six and a half furlongs—Objection first, Bryson second, Comrade third, Time, 1:24%.
Sixth race, stx and a half furlongs—Headlight first, Van second, Toss Up third. Time.

AT MORRIS PARM. New York, June 16.—The races at Morrist Park to-day resulted as follows: First race, sweepstakes, six furlongs—Rist Highness first, Osric second, Peruvian third, Time, 1:12%. Second race, sweepstakes, one mile—Charade first, Strephon second, Barefoot third,

Time, 1:42.
Third race, the Anticipation stakes, for two-year-olds, five and a haif furlongs-Restraint first, Hesperus second, Prince Im-

perial third. Time, 1-00%.

Fourth race, Leight-weights handicap, mile and one sixteenth—Russell first, Bolero second, English Lady third. Time, 1:48%.

Fifth race. All Breeze stakes, seven fur-longs—St. Florain first, Madstone second, Six George third. Time, 1:27%. Sixth race, selling, six furlongs—Contribu-tion first, Flavila second, Onward third. WINNERS AT LATONIA. LATONIA, June 16 .- The results of to-day's

races are:

First race, fifteenth-sixteenths of a mile-Laura Davidson first, Fleur de Lis second, Hueneme third. Time, 1:34%.

Second race, one mile, for three-year-olds-Faraday first, Spring Away second, Charlie-Lynch third. Time, 1:41%.

Third race, one and a sixteenth miles handicap—W. B. first, Palestine second, Lake Breeze third. Time, 1:49%.

Fourth race, three-quarters of a mile, Sensation stakes for two-year-olds—Coquette first. Afternoon second, Sabine third. Time, 1:46.

Fifth race, five-eighths of a mile, maiden two-year-olds—Carroll Donder first, You linden second, Velox third. Time, 1:03/4.

Washington, D. C., June 16.—Commander James M. Forsyth has been ordered to duty at the Naval Home at Philadelphia. James M. Forsyth has been ordered to duty at the Nayal Home at Philadelphia.

Assistant Paymaster M. H. Hicks ordered to duty at the navy-yard, New York.

Assistant Paymaster Henry E. Jewett ordered to the receiving ship Vermont.

Assistant Paymaster Ziba W. Reynolds ordered to the receiving ship Franklin.

Commander Merrill Miller has been destached from the Naval Home at Philadelphia and placed on waiting orders.

Lieutenant Commander J. M. Miller, destached from ordnance duty at the navy-yard at Washington, D. C., and ordered to the Monocacy as executive.

Lieutenant Commander Benjamin & Richards, detached from the Monocacy and granted three months! leave.

Lieutenant W. H. Turner, detached from the navy-yard, New York, and ordered to the Newark.

Pass/d Assistant Surgeon George McQ. Pickrell, detached from the Naval Russial M. Norfolk. Va., and ordered to the Newark.